

W. R. Lee, of Springfield, O., 28 years of age, has been appointed Royal Physician to the King of Siam. Your American contemporary goes on to add that "The stories of the astounding cures made by the above mentioned physician have filled Siam with wonder, and what it took the native doctors five weeks to cure with their pagan tomfoolery, young Lee could cure in five days."

In reply to the first statement, Dr. Lee has simply been appointed by the Siam Government Resident Physician at the Bangkok General Hospital, and His Majesty's Medical adviser is Dr. Gouin, well known in the medical profession. Dr. Lee originally came to Siam as a missionary doctor, and has now returned as a civilian to take service under the Government.

With regard to the second assertion of "pagan tomfoolery," the writer of the item must be entirely ignorant of the fact that the Siam Medical Service is at present mostly controlled and managed by young Siamese doctors who have gained their diplomas in Edinburgh and America.

It is often provocative of disgust to read, in Yankee and other ill-informed papers, so-called news items referring to the enlightened and progressive Kingdom of Siam, but that a widely read journal like the *Telegraph*, published so near Bangkok, should without comment reproduce erroneous assertions regarding that country is passing strange, especially since it only the other day ridiculed a Yankee paper for announcing that "Manipure had been captured, disrulsed as a coolie near Senapati" and that "General Teheng-kid-long had been arrested at Fochow and beheaded within 24 hours."

I am, Sir,
Yours respectfully,
X.

Hongkong, 3rd July, 1891.

[We publish "X's" effusion, but at the same time do not think the subject worthy the ink that he has wasted on it. If ill informed Yankee papers are good, and makes us smile—but that is not the only instance in which our correspondent has clutched the wrong end of the stick.—Ed.]

CANTON.

(FROM OUR OWN CORRESPONDENT.)

July 2nd.
That indefatigable "old Naval officer," Deputy Commissioner Cocker, is to the fore as usual, and to-morrow proceeds to the entrance of the Back Reach to superintend the placing of lights, buoys, beacons, etc., in anticipation of its opening in a few days. It was to have been closed last month, as you stated, but the "riot" stopped operations.

The foreign share having subsided and foreigners for the time being having gained the ascendancy, we may look to an augmentation of foreign business. The Captain and officers of H.M.S. *Plenty* give a smoking concert to Shamen residents to-morrow evening on board their vessel, which is being looked forward to by the community as a break in the dull monotony of Shamen life.

The Canton Electric Light Co. is still continuing that of Hongkong, and I understand the other theatres are to allow suit and be illuminated by this medium. The bellers for the Company, made by Messrs. Geo. Fenwick & Co., of your colony, are completed, and are to be shipped here in a few days. It is seldom one has had the privilege of rubbing shoulders against such an intelligent and energetic gentleman as Mr. Wiese, the superintendent of the Electric Light Company, and life is to be congratulated upon the method he has so successfully carried out of improving the public confidence in one of the most important, while being the latest branch of practical science.

CHINA'S COMMERCE.

From the trade reports and statistics for the Treaty Ports and Korea, just issued by the Statistical Department of the Imperial Maritime Customs, we extract the following—

LAPPA.

"When noticing in my report on the trade of this district for the year 1889 the memorandum drawn up by the Commission appointed by the Governor of Macao to consider the means best calculated to develop the commercial importance of that port, says Commissioner Hippisley, I ventured to express the hope that the continuance of the liberal régime of the foreign Inspectorate at the Customs Stations near Macao, in which that Commission recognized the main cause of the improvement which had already made itself apparent in the trade there, would, coupled with the abolition of taxation then recently sanctioned by the late Governor General of the Liang Kwang, result in a greater and more marked increase of trade here during 1890. This hope, I am happy to state, has been realized, the total value of the trade of this district (711,103,659), exclusive of the trade between Macao and Hongkong (valued at 11,367,659), showing an increase of 14 per cent. over that of 1889 and of 21 per cent. over that of 1888. This increase, satisfactory as it is, would, however, have been undoubtedly much larger but for two reasons: (1) the reimposition of the taxation which had been abolished towards the close of 1889, and (2) the failure of the third rice crop throughout a considerable portion of the province in consequence of some districts being denuded of drought, and in others, where water was abundant, of blight which affected the grain so seriously that the ears blackened and withered away before maturity. How seriously this latter calamity must have diminished the purchasing power of this province will be apparent from the fact that it was necessary to import through the Canton, Kowloon, and Lappa offices 6,700,000 piculs of rice, as against 4,912,000 piculs in 1889, or, in other words, to incur an increase of nearly three million taels for this food product alone. On the other hand, agriculturalists had real cause for gratitude for the step taken by the late Governor-General in legalizing within limits the export of rice to Hongkong and Macao, for, thanks to it, they were, in spite of a partial failure of crops, enabled to export through this and the Kowloon offices 216,025 piculs, besides an additional quantity of 43,205 piculs for the use of the Chinese residing in those places, the price realized for each picul was sufficient to cover the cost of twice that quantity of foreign rice.

The shipments of black tea, fired, and unfired to be fired in Macao, fell from 35,312 piculs to 25,890 piculs, while those of green tea increased from 1,300 piculs to 2,344 piculs. The estimated value of these articles rose, however, from 11,331,000 to 12,340,000 owing to the fact that receipts of first leaf show an increase of nearly 70 per cent. These teas, I am informed, brought very satisfactory prices on the European market, especially lower grades, which realized profits throughout the season; the higher grades seemed to hold out better promises at first, but quotations soon fell away, and later on most prices were scarcely maintained at the sales. It has been suggested that the British public is gradually realizing that Indian tea produces deleterious effects on the digestion—the proposal to start a hop farm to prepare the leaf for mixing with India tea in order to secure such effects, which is addressed in support of this view, and is being by these interested in this trade that public sense may yet see back to the Chinese province. So long, however, as the complaints from both Great Britain and Russia of adulteration by the Chinese dealer continue as loud as they are at present, any such hope seems over-optimistic. On the contrary, an entire change in the method of picking and firing seems a necessary preliminary to anything like a rehabilitation of the China leaf.

The number of junks which found employment in the carrying trade of this district amounted to 24,251, as compared with 21,768 in 1889, or an increase of 2 per cent. But the number of those which arrived or departed with cargo—which, after all, is the only test of increase or decrease in the shipping trade—was 20,120, as compared with 18,631 in 1889, i.e., an increase of 8 per cent. By these vessels 125,238 travellers passed onwards to China and 121,120 from China, a decrease of over 38,000 inward as compared with 1889, but an increase of some 10,000 outward. The total capacity of these 24,251 junks aggregated 1,227,307 tons, giving an average of 50 tons per junk. In reality, their size varies from 300 to 350 tons in the case of a junk trading to the Straits or to Ningpo, down to but a very few tons in the case of vessels trading to ports in the immediate neighbourhood. An interesting feature in this connection is the change which is taking place throughout this province in navigation. It is but a few years ago that the first junk propelled by a stern wheel, worked on the tread-mill or Chinese chain-pump system, made its appearance at Canton. Experiments were then made to test the relative economy both in time and in working expenses of such a vessel compared with one propelled in the usual way by sail. The superiority of the former in both respects having been clearly demonstrated, the steam junk came gradually to be fitted to most of the regular trading junks plying on the inland waterways, and these boats are now to be met with everywhere, even up as far as Wuchow-fu, in the Kwangsi province. In my last report I noticed a new departure, namely, the sanction granted to the owners of lines of regular passenger-boats to employ launches for towing purposes. This privilege has already been largely availed of, and passenger-boats towed by launches are now to be seen all over the Kwangchow and Shinghai prefectures. The fee charged, however, for a launch of 5,000, to 8,000 piculs—appears to be unduly heavy, for, coupled with the cost of the launch, it means an expenditure monthly of \$60 or \$700 beyond what would be sufficient were no launch used. Hence three or four junk owners usually combine to hire one launch; and so well is the security against pirates and the punctuality of movement appreciated, that after a few months enhanced receipts more than cover this large initial outlay.

The course of the trade of these Stations being determined not only by the conditions, climatic and financial, of the neighbouring districts in the mainland of China, but also by the degree of prosperity enjoyed by the neighbouring colony of Macao, this report would be incomplete without a passing notice of recent occurrences there. Last year's report mentioned, amongst the measures proposed to be taken to develop the trade of Macao, the establishment of a line of steamers for the conveyance of emigrants to Mexico. This undertaking became an accomplished fact in October last, the German chartered steamer *Amigo* having been despatched for Santa Cruz with some 470 emigrants on board. Another German steamer, the *Independent*, is at the present time lying in the outer anchorage ready to take some 600 or 700 more, having, I am informed, been thought advisable, in view of the appearance in Macao of anonymous placards denouncing the scheme, to allow sufficient time to elapse for letters to arrive home from the passengers by the *Amigo* before despatching a second steamer. These emigrants, like those who in earlier days went to California and Australia, come mainly from the Szechuan and Kansu districts. A considerable portion of the inhabitants of those districts speak English fluently, and it is evident they were able to lay by considerable sums as the fruits of their years of industry and economy. The villages, consisting of substantially built brick houses, surrounded by an enclosure of brick and of fine trees and bamboo, which succeeded one another almost without intermission on both sides of the Santui River up at least to Tekhoi and Cheungah, the handsome ancestral temples and the well-kept pagodas, point to a density of population and to a general average of wealth and comfort seldom seen elsewhere. In the present case, however, the disadvantages of large numbers of Chinese resorting to a country with which China has no international relations are so obvious that it appears matter for regret that the signature of a convention between Mexico and China on this subject was not made a preliminary to the practical initiation of the undertaking.

The gradual sifting of the approaches to Macao has continued to occupy the attention of the Portuguese authorities, and a Commission was appointed to consider the means to be taken to remedy a state of things which, if not dealt with, threatens the very life of the port. In 1889 Mr. Adolpho Loureiro, an engineer despatched from Lisbon to study this question, presented an elaborate report and proposals, embracing the formation of harbours of refuge in case of typhoons, and, in order to confine the current and to direct it into the most suitable channels, the reclamation of large tracts both above and below Green Island, and the construction of a breakwater from the west end of Taipa to Pedra Recoa, while recommending the realization of this plan as the end to be aimed for, admits that, involving as it does an estimated expenditure of nearly \$3,000,000, it is beyond the present resources of Macao. It has therefore recommended the purchase of two powerful dredgers; and, with a view to confining the outward current through the inner harbour into one channel, work has been commenced to unite Green Island with the peninsula by an artificial causeway. This work may increase the force of the current, but it also seems likely to gradually result in the formation of solid ground, where the tide now flows, to the east and north of Green Island, and to thus destroy the valuable oyster-beds existing there at present.

NEWCHWANG.

Since the American vessel *Dorchester* entered at this office on the 9th May 1889 a year's trade has been done here equal to that during the year just passed; and 1890 must go on record as by far the most prosperous known up to this time. The value of the whole trade not only surpassed that of 1889 by nearly 11,500,000, but that of 1887, the best year previously on record, by over 7 1/2, 4,000,000. I find, too, that the prosperity of the last-named year was due to exceptional causes—goods in the previous year, which prevented large quantities of produce reaching Newchwang from the interior until it was too late to obtain sufficient tonnage to carry it away, and, if we take the average for 10 years ending with 1887, we find the last-named year was very little more above that average than 1886 was below it; and so it follows that the former was prosperous to a great extent at the cost of the latter. With 1890 this was not the case.

The import trade of Newchwang—i.e., the importation directly from abroad—is not of any magnitude; but the value of goods of foreign origin, arriving both from abroad and from other Chinese ports (principally Shanghai), amounted last year to 711,444,000, or rather more than double that of 1889, and as much as 17 1/2, 1,000,000 ahead of the previous "record" year 1887.

The advance in the values of exports going abroad during the past three years is noteworthy, the figures being 115,34,000, 115,99,000, and 117,000,000 respectively; but this branch of our trade is naturally insignificant, as we have little direct intercourse with foreign countries. Our Re-exports, too, are not worth noticing.

Original Shipments Coastwise which had been pretty steady for the previous three years about 115,500,000, made a sudden leap forward last year to over 117,000,000, an increase of 115,500,000, or about 28 per cent. The exportations of beans and beancaes were very large, reaching as much as 2,811,345 piculs and 2,633,718 piculs respectively; and the former 46 per cent. ahead of the previous year and 6 per cent. ahead of the previous "record" year (1888) for this product, while the latter was 33 per cent. ahead of 1889 and 29 per cent. of its "record" year (1887). Bean oil, however, showed a falling off of 43 per cent.; but this article is chiefly carried in native craft, steamers being only employed to take it by high freighters to the south of China, due to the failure of the groundnut crop there and consequent demand for edible and burnable oil. By reference to the figures, however, we find that the quantity taken by foreign vessels during the two years 1889 and 1890 exceeded the amount carried by them during the previous seven years.

Foreign opium has never recovered from its great drop in 1887; and the quantity imported last year, though exceeding that of either 1888 or 1889, was still below that of 1887. At present it is an unimportant factor in our trade; but whether the increased taxation on native opium, to be inaugurated in the spring, will give the foreign drug, with its superior quality, a chance of competing or not, remains to be seen. The intention combined with the intended stricter suppression of secret cultivation, may tend to discourage Native production, and so conduce to give the foreign article another chance. The native opium crop of 1888 was estimated at 6,000 piculs, and the increase since has probably not been large.

A GERMAN EXECUTION.

The public execution of Berlin is a curious functionary. In accordance with his promise he sent me a dispatch at 7 o'clock one morning early last week, requesting me to call at once at the Platenstrasse Prison, as a criminal named Karl Schindler was to be beheaded at 8 o'clock precisely the same day, says a Berlin special to the New York Press.

In the courtyard of the prison, which served as the place of execution, I found about fifty people waiting, who were evidently on the same errand as myself.

At 7:55 the State's Attorney directed everybody to stand or sit at the exact position regarded by official red tape as in accordance with the ceremony about to occur. He himself set the example by seating himself, as the direct representative of the crown, at the head of a long table placed at the end of the courtyard, close to the entrance.

To the right of the State's Attorney sat the judges in their sombre robes of office, and to the left the secretaries and the newspaper representatives. At the end of the narrow yard were two tables, also draped in black. On one of these lay three broadsword unsheathed. The bright rays of the morning sun glinted and gleamed upon the shining strips of steel, and the black handles of the weapons were long enough to allow of their being grasped by two sturdy hands.

About four feet further, near the wall, stood the low block in striking contrast to all its surroundings, the dead log of wood, which was to be the last resting place of the neck of the criminal while still in life, was draped with bright red cloth. This was quite new and spotless, as if it had been specially purchased for the occasion.

At the stroke of 8 o'clock the bell of the prison began to toll the solemn death knell of the convict. Half a minute later the executioner appeared wearing his scarlet hood, with bare arms, and a glancing axe at the end of his chain. Reinhold, the headman, is a stout and well proportioned man, who stood fully six feet in his shoes, had a strong face and wore a heavy beard.

Behind Reinhold came his three lusty sons, each wearing a pair of leather trousers, high boots and red woollen shirts with their sleeves rolled up above the elbows. The condemned convict followed, leaning on the arm of one of the prison officials, with his eyes turned toward the priest, who held a crucifix in his uplifted hand. Suddenly the headman shouted in stentorian tones, military fashion, "Halt! Front!" and the next instant the little procession stood like a wall facing the State's Attorney.

The latter rose with dignity and solemnity read the death warrant and the imperial rescript declining to commute the sentence. Then he invited the executioner and the culprit to examine the signature of the Kaiser to the document. This formality was gone through with the most scrupulous minuteness, and then the State's Attorney cried out in a firm voice, "Executioner Reinhold, I deliver you the culprit to you; now do your duty."

The study sons of the headman grasped Schindler from behind and bore him to the block. There his coat and shirt were roughly torn from his back, and the criminal was forced to the ground, two of the men holding his arms and legs, while the third grasped him firmly by the head. Not a word was spoken during these preparations, and as soon as the deathlike stillness gave the heavy breathing of the murderer, whose massive frame seemed like a statue in the hands of the stalwart sons of the headman.

Finally came the most extraordinary part of the whole proceedings—astonishing for the dramatic, almost ludicrous aspect given to an otherwise dignified and impressive scene. Reinhold, who had in the interval lifted one of the glittering blades from the table and raised it up in the air before him, suddenly exclaimed, "I wish you to observe the work without any sympathy, and do not bind the prisoner." Hardly were the words out of his mouth when his gleaming sword whizzed through the air like a lightning flash, and the prisoner's head rolled to the other side of the block, severed completely by the first stroke of the sweeping blade. From the time the executioner's sons seized Schindler to the moment the headman lifted his dripping blade and cried, "It is done," exactly one minute had elapsed by my watch.

STOCK GAMBLING.

The Supreme Court has, says the *Frisko Call*, rendered a decision that will set the thinking apparatus of every stockbroker in motion, and will be read with deep interest by all who seek to acquire wealth by dealing in margin.

The decision that will set the brokers' thinking was given in the case of William P. Cashman against George B. Root and others, an action by Cashman to compel Root to recover to him real estate valued at \$3,000, which was conveyed to the defendant in trust to secure the payment of any indebtedness which might exist within six months after July 14, 1888.

The action was brought against Root as the assignee of a trust, and as such, as he was engaged in buying and selling margin stock on margin or otherwise. The plaintiff had been

a regular customer and had lost heavily. Being short of money, he conveyed in trust the property used for defendant Root—who was in Hooker's employ—to cover a margin, and to enable Cashman to continue his speculations in stocks. Hooker valued the property at \$3,000, and to that extent Cashman could buy on margin without putting up money.

They continued to deal together until Hooker became insolvent. In 1886, at which time he held certain stocks for Cashman, and according to Hooker's books Cashman owed him \$1,347. Cashman did not dispute the correctness of the account, according to the course of dealing between the parties or their understanding at the time, but claimed that the debt was illegal and the contract void because the State Constitution provides that "all contracts for the sale of shares of the capital stock of any corporation or association, on margin or to be delivered at a future day, shall be void and any money paid on such contracts may be recovered by the party paying it by suit in any court of competent jurisdiction."

Root contended that Hooker was acting merely as broker or agent and that the property held by him as security constituted the relation of pledge and pledge, which is not prohibited by the constitution. This view was adopted by the trial court, which found that the stock was purchased by Hooker as agent and belonged to Cashman, and that Hooker never sold stock to, or bought from plaintiff. No part of the indebtedness, therefore, arose from the sale of stock on margin or otherwise.

It is not easy to characterize by a name the relation between the broker and his customer," says the appellate court in reversing the decision of the trial court. For all ordinary purposes it may be admitted that the broker purchases as the agent of his customer, and then holds the stock to secure a debt; but if by which is prohibited, to wit, purchase stock on margin, it must be held to be within the prohibition, and if Hooker did not sell himself to plaintiff, but was only the instrument through whom the illegal end was accomplished, he being privy to the design, the same result would follow.

In the accomplishment of the unlawful purpose, he took the place of the vendor and carried the stock, as the vendor might have done, and the end was thus reached. *Per interposition per amum.* The end attained, and not the form of the transaction, must determine the question."

For this reason the judgment of the lower court was reversed and a new trial was ordered.

CHINA COAST METEOROLOGICAL REGISTER.

2nd July, 1891.—At 10 a.m.									
STATION.	Barometer. reduced to sea level.	Thermometer. 5 fathoms.	Thermometer. Tow- ers.	Humidity.	Direction.	Force.	Wind.	Weather.	Sea 4 fathoms 10 fathoms.
Wanchow	29.85	80	85	85	SE	1	1	Cloudy	1
Yokohama	29.85	80	85	85	SE	1	1	Cloudy	1
Nagasaki	29.85	80	85	85	SE	1	1	Cloudy	1
Shanghai	29.85	80	85	85	SE	1	1	Cloudy	1
Amoy	29.85	80	85	85	SE	1	1	Cloudy	1
Swatow	29.85	80	85	85	SE	1	1	Cloudy	1
Hongkong	29.85	80	85	85	SE	1	1	Cloudy	1
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Amoy	29.85	80	85	85	SE	1	1	Cloudy	1
Swatow	29.85	80	85	85	SE	1	1	Cloudy	1
Hongkong	29.85	80	85	85	SE	1	1	Cloudy	1
Shanghai	29.85	80	85	85	SE	1	1	Cloudy	1
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Swatow	29.85	80	85	85	SE	1	1	Cloudy	1
Hongkong	29.85	80	85	85	SE	1	1	Cloudy	1
Shanghai</									

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, *new* New Issue
 200 per cent. premium, sales.
 Union Insurance Society of Canton—\$25 per
 share, buyers.
 China Traders' Insurance Company—\$25 per
 share, buyers.
 North China Insurance—\$15 per share,
 buyers.
 Canton Insurance Company, Limited—\$115 per
 share, sellers.
 Yangtze Insurance Association—\$15 per
 share, buyers.
 On Tel Insurance Company, Limited—\$150
 per share.
 Hongkong Fire Insurance Company—\$25 per
 share, buyers.
 China Fire Insurance Company—\$25 per share,
 buyers.
 Hongkong and Whampoa Dock Company—\$100
 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamship Co.,
 \$35 per share, sellers.
 China and Manila Steam Ship Company—\$100
 per share, buyers.
 Hongkong Gas Company—\$151 per share,
 sellers.
 Hongkong Hotel Company—\$120 per share,
 buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 —\$50.
 Indo-China Steam Navigation Company, Limited
 —\$71 per share, discount, buyers.
 Douglas Steamship Company—\$43 per share,
 sellers.
 China Sugar Refining Company, Limited—\$184
 per share, buyers.
 Luzon Sugar Refining Company, Limited—\$86
 per share, buyers.
 Hongkong Ice Company—\$68 per share, sellers.
 Hongkong and China Bakery Company, Limited
 —\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per
 share, sales.
 A. S. Watson & Co., Limited—\$20 per share,
 ex div., sales and buyers.
 Chinese Imperial Loan of 1884 B—\$1 per cent.
 premium, sellers.
 Chinese Imperial Loan of 1884 C—\$5 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—\$14 per cent.
 premium.
 Hongkong Rope Manufacturing Company,
 Limited—\$110 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—
 \$25 per share, nominal.
 Pungfong and Sunghie Dua Samantan Mining Co.,
 \$4 per share, sellers.
 The Raub Gold Mining Co., Limited—80 cents
 per share, buyers.
 Inuvik Mining Co., Limited—\$10 per share,
 sales.
 The Balmoral Gold Mining Co., Limited—\$4
 per share, sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$82 per share, buyers.
 Tongkin Coal Mining Co.—\$300 per share,
 sellers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$65 per share, buyers.
 H. G. Brown & Co., Limited—\$50 per share,
 buyers.
 Cruickshank & Co., Limited—\$25 per share,
 nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company,
 Limited—\$10 per share, sellers.
 The China-Borneo Co., Limited—\$15 per share,
 sellers.
 The Hongkong Brick and Cement Co., Limited
 —\$12 per share, sellers.
 The Green Island Cement Co.—\$15 per share,
 sellers.
 The Hongkong Land Investment Co., Limited—
 \$15 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$6
 per share, sellers.
 Geo. Fenwick & Co., Limited—\$151 per share,
 sales.
 The West Point Buildings Co., Limited—\$25
 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$5
 per share, sellers.
 The Labuk Planting Co., Limited—\$15 per
 share, sellers.
 The Jelaba Mining and Trading Co., Limited—
 \$4 per share, buyers.
 The Selama Tin Mining Co., Limited—75 cents
 per share, sellers.
 The Shamshien Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—
 \$15 per share, buyers.
 The Bank of China & Japan & the Straits Ld.—
 \$17 per share, buyers.
 The Bank of China & Japan & the Straits Ld.—
 Founders' shares, \$100 per share, sales and
 buyers.
 London and Pacific Petroleum Co., Ld.—£15
 sellers.
 The National Bank of China, Ld.—55 per cent.
 dis., buyers.
 The National Bank of China, Ld.—Founders'
 shares, \$450 per share, buyers.

EXCHANGE.
 ON LONDON—Bank T. T. 3/8
 Bank Bills, on demand 3/8
 Bank Bills, at 4 months' sight 3/8
 Credits at 4 months' sight 3/8
 Documentary Bills, at 4 months'
 sight 3/8
 ON PARIS—
 Bank Bills, on demand 4/10
 Credits, at 4 months' sight 4/10
 On India, T. T. 22 1/2
 On Demand 22 1/2
 ON SHANGHAI—
 Bank T. T. 7 1/2
 Private, 30 days' sight 7 1/2

MAILS EXPECTED.
 THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Kalmar*,
 from the outward English mail, left Singapore
 on the morning of the 30th ultimo and is
 expected here on the 5th instant.
 THE AMERICAN MAIL.
 The O. & O. S. S. Co.'s steamer *Oceanic*, with
 mails, etc., from San Francisco on the 13th ulto.,
 via Honolulu, has arrived at Yokohama and will
 leave for this port to-morrow.

STEAMERS EXPECTED.
 The Ocean Steamship Co.'s steamer *Agamemnon*,
 from Liverpool, left Singapore on the 27th ulto.
 and is expected here on the 5th instant.
 The P. & O. S. N. Co.'s steamer *Bombay*,
 from Bombay, left Singapore on the 28th ulto.
 and is expected here on the 5th instant.
 The China Shipper's Mutual S. N. Co.'s
 steamer *Kienan*, from Hongkong, left
 Liverpool, left Singapore on the 28th ulto. and
 may be expected here on the 10th instant.
 The P. & O. S. N. Co.'s steamer *Tokoro*,
 from Bombay, left Singapore on the afternoon
 of the 28th ulto. and is expected here on the 10th
 instant.
 The Ocean Steamship Co.'s steamer *Victor*,
 from Liverpool, left Singapore on the 29th ulto.
 and is expected here on the 10th instant.
 The P. & O. S. N. Co.'s steamer *Verona*,
 from Nagasaki, left Singapore on the 29th ulto.
 and is expected here on the 10th instant.
 The P. & O. S. N. Co.'s steamer *Canlon*, left
 Bombay on the 18th instant and is due here on
 the 14th proximo.

Shipping.

ARRIVALS.
 SUNGKIANG, British steamer, 999, C. B. N.
 Dodd, 3rd July, from Swatow and 2nd July,
 General—Butterfield & Swire.
 FRED, Danish steamer, 397, C. L. Strand, 3rd
 July, from Peking, 30th June, and 2nd July,
 General—Arnold, Kayberg & Co.
 CHELYDRA, British steamer, 1,573, R. Carr,
 3rd July, from Singapore, 27th July, General—
 Jardine, Matheson & Co.
 STANTON, British steamer, 590, J. Clark, 3rd
 July, from Surabaya, 14th June, Ballast—
 Captain.

CLEARANCES AT THE HARBOUR OFFICE.
 Peking, German steamer, for Shanghai.
 Halphong, British steamer, for Swatow, &c.
 Cambusdoon, British ship, for Hamburg.

DEPARTURES.
 July 2, *Ningbo*, German steamer, for Whampoa.
 July 3, *Glenlyon*, British steamer, for Shanghai.
 July 3, *Halphong*, British steamer, for Swatow, &c.
 July 3, *Avacha*, British steamer, for Moji.

PASSENGERS—ARRIVALS.
 Per *Sungkiang*, str., from Swatow—150
 Chinese.
 Per *Chelydra*, str., from Singapore—150
 Chinese.
DEPARTED.
 Per *Halphong*, str., for Swatow, &c.—2 Euro-
 peans and 150 Chinese.
TO DEPART.
 Per *Peking*, str., for Shanghai—40 Chinese.

REPORTS.
 The British steamship *Sungkiang* reports that
 she left Swatow on the 2nd instant. Mad
 southerly breezes and squally weather.

Post-Office.
 A MAIL WILL CLOSE.
 For Kudat and Sandakan.—Per *Memnon* to-
 morrow, the 4th instant, at 8.30 A.M.
 For Fookien.—Per *Tartar* to-morrow, the 4th
 instant, at 10.30 A.M.
 For Straits and Bombay.—Per *Niam* to-
 morrow, the 4th instant, at 11.30 A.M.
 For Straits and Bombay.—Per *Bermida* to-
 morrow, the 4th instant, at 11.30 A.M.
 For Straits and London.—Per *Bentley* to-
 morrow, the 4th instant, at 2.30 P.M.
 For Shanghai.—Per *Peking* to-morrow, the
 4th instant, at 3.30 P.M.
 Per *Halphong*—Per *Clara* to-morrow, the
 4th instant, at 5.00 P.M.
 For Europe, &c., &c.—Per *Bayern* to-mor-
 row, the 4th instant, at 5.00 P.M.
 For Holzhof and Halphong.—Per *Halphong*
 on Sunday, the 5th instant, at 9.00 A.M.
 For Yokohama and Kobe.—Per *Nike* on
 Monday, the 6th instant, at 9.30 A.M.
 For Kobe.—Per *Bentley* on Monday, the 6th
 instant, at 3.30 P.M.
 For Yokohama and San Francisco.—Per *City*
 of *Peking* on Tuesday, the 7th instant, at 0.30
 P.M.

SHIPPING IN HONGKONG.
STEAMERS.
 BENGLOE, British steamer, 1,183, R. Farquhar,
 1st July, from Kobe, 24th June, General—
 Gibb, Livingston & Co.
 BORMIDA, Italian steamer, 1,499, C. Garavito,
 27th June, from Bombay, 7th June, and 28th
 June, 10th, General—Carlowitz & Co.
 CHRYSLER, German steamer, 623, W. Wende, 28th
 June, from Newchuan, 21st June, and Chefoo
 22nd, Beana—C. M. S. Co.
 CITY OF PEKING, American steamer, 3,129, R.
 Searle, 27th June, from San Francisco and
 2nd June, and Yokohama 21st, Mails and
 General—P. M. S. Co.
 CLARA, German steamer, 675, H. Ipland,
 27th June, from Halphong, 24th June, General—
 A. R. Martz.
 FAME, British steamer, 117, Lieut. Wm. G.
 Comley, R.N.R.—Hongkong Government
 tender.
 GENERAL WERDER, German steamer, 1,319, B.
 Blanks, 30th June, from Yokohama 21st June,
 Mails and General—Melchers & Co.
 HALPHONG, French steamer, 845, Bouquet, 30th
 June, from Halphong, 27th June, and Halphong
 29th, General—Messageries Maritimes.
 LOO SOK, British steamer, 1,905, B. Benson, 27th
 June, from Bangkok, 21st June, Rice and
 General—Yee & Hong.
 MAMOT, British steamer, 815, A. Doré, 20th
 June, from Sandakan, 23rd June, General—
 Butterfield & Swire.
 NAMAO, British steamer, 863, Goddard, 2nd
 July, from Swatow, 1st July, General—D.
 Laprak & Co.
 NIOME, German steamer, 1,600, H. C. Thomson,
 2nd July, from Singapore, 26th June, General—
 Siemens & Co.
 NIZAM, British steamer, 1,615, Geo. L. Lang-
 borne, R.N.R., 19th June, from Bombay, 3rd
 June, and Singapore 13th, General—P. &
 O. S. N. Co.
 PARTHA, British steamer, 2,035, John A. Panten,
 R.N.R., 25th June, from Vancouver, 3rd June,
 Yokohama, 18th, and Shanghai 23rd,
 General—Dodwell, Carill & Co.
 PERKID, German steamer, 954, F. Schultz, 1st
 July, from Whampoa, 1st July, General—
 Siemens & Co.
 PILOT FIRE, British steamer, 161, A. Stepani,
 Hongkong and Whampoa Dock Co.
 POLLUX, German steamer, 89, H. Hallmeier, 3rd
 June, from Saigon, 10th June, Rice and Paddy.
 Melchers & Co.
 TARTAR, British steamer, 1,567, S. D. Bailey,
 17th June, from Moji, 12th June, Coal—Gibb,
 Livingston & Co.

SAILING VESSELS.
 CALIFORNIA, British ship, 1,350, Douglas, 4th
 June, from New York, 23rd January, Petroleum.
 Russell & Co.
 CAMBUDON, British ship, 1,197, R. Carland,
 19th May, from New York, 23rd Nov., Petroleum.
 Russell & Co.
 KALAMON, Chinese bark, 457, Opium Examina-
 tion, and, Sincere's Island—Chinese
 Customs.
 GEORGIETTA, American bark, 98, Kasten, 18th
 June, from Singapore, 5th June, Timber—
 Master.
 HYDRA, Danish bark, 736, C. Christensen, 26th
 April, from Hamburg, 5th December, General—
 Carlowitz & Co.
 ISMAEL, American ship, 1,455, F. D. Waldo,
 24th May, from New York, 23rd Nov., Petroleum.
 Russell & Co.
 MCLENNAN, American ship, 1,915, F. L. Oakes,
 28th April, from New York, 30th November,
 Petroleum—Order.
 MINER G. Whitting, British bark, 1,231, W. E.
 Smith, 18th June, from New York, 2nd Feb.,
 Kerosene Oil—Jardine, Matheson & Co.
 OMKHA, British bark, 480, A. V. Brown, 23rd
 May, from Singapore, 24th April, Timber—
 Master.
 P. N. LEONARD, American ship, 1,500, N. W.
 Leonard, 12th June, from Saigon, 6th June,
 Rice—Captain.
 VELOCITY, British bark, 491, E. Martin, 16th
 May, from Honolulu, 19th April, General—
 Claret.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
 SINGAPORE, COLOMBO, ADEN, SUEZ,
 PORT SAID, BRINDISI, GENOA,
 ANTWERP, BREMEN & HAMBURG,
 PORTS IN THE LEVANT, BLACK
 SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON,
 BALTIMORE, NEW ORLEANS,
 GALVESTON AND SOUTH
 AMERICAN PORTS.
 THE COMPANY'S STEAMERS WILL CALL AT
 SOUTHAMPTON TO LAND PASSENGERS
 AND LUGGAGE.
 N.B.—Cargo can be taken on through Bills
 of Lading for the principal places in
 RUSSIA.
 ON SUNDAY, the 5th day of July,
 1891, at 11 A.M., the Company's Steamship
 "BAYERN," Captain T. Mergel, with
 MAILS, PASSENGERS, SPECIE & CARGO,
 will leave this Port as above, calling at Genoa,
 Antwerp, Bremen, Hamburg, and
 ports in the Baltic, on the 4th July.
 Cargo will be received on board until 4 P.M.
 Specie and Parcels until 3 P.M., on the 4th
 July. (Parcels are not to be sent on board;
 they must be left at the Agency's Office.) Con-
 sular and Value of Packages are required.
 The Steamer has splendid Accommodation,
 and carries a Doctor and Stewardess.
 For further Particulars, apply to
 MELCHERS & Co.,
 Agents.
 Hongkong, 6th June 1891.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVER-
 LAND RAILWAYS, AND TOUCHING AT
 YOKOHAMA, AND SAN FRANCISCO.
 PROPOSED SAILING FROM HONGKONG.
 City of Peking Tuesday 7th July.
 City of Rio de Janeiro Thursday 30th July.
 China Saturday 22nd Aug.

THE U. S. Mail Steamship
 "CITY OF PEKING"
 will be despatched for SAN FRANCISCO, via
 YOKOHAMA, on TUESDAY, the 7th July,
 at 1 P.M., taking Passengers and Freight for
 Japan, the United States, and Europe.
RATES OF PASSAGE.
 From Hongkong, First-class \$337.50
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to Eng-
 land, France, and Germany by all trans-Atlantic
 lines of steamers.
 Special rates (first-class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 officials in service of China and Japan, and to
 Government officials.
 Passengers by this line have the option of
 proceeding Overland by the Southern Pacific
 and Connecting Lines, Central Pacific, Northern
 Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return
 tickets to San Francisco will be issued at fol-
 lowing rates:—
 4 months \$337.50
 12 months \$393.75
 Time is reckoned from date of issue to date of
 re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or
 vice versa) within one year will be allowed a
 discount of 10 per cent. This allowance does
 not apply to through fares from China and
 Japan to Europe.
 All PARCEL PACKAGES should be marked to
 address in full and same will be received at
 the Company's Office until FIVE P.M. the day
 previous to sailing.
 Consular Invoices to accompany Cargo, de-
 stined to Ports beyond San Francisco, in the
 United States, should be sent to the Company's
 Office, addressed to the Collector of Customs,
 San Francisco.
 For further information as to Passage or
 Freight, apply to the Agency of the Company,
 No. 72, Queen's Road Central.
 J. S. VAN BUREN,
 Acting Agent.
 Hongkong, 24th June 1891.

CANADIAN PACIFIC RAILWAYS
ROYAL MAIL STEAMERS.
 PROPOSED SAILINGS FROM
 HONGKONG, 1891.
 (SUBJECT TO ALTERATION).
 Partha Tuesday, July 21st.
 Empress of Japan Tuesday, Aug. 11th.
 Empress of China Tuesday, 1st Sept.

THE R. M. S.
 "PARTHA,"
 3,167 tons, Captain J. Panten, R.N.R.,
 sailing at Noon, on TUESDAY, the 21st July,
 with Her Majesty's Mails, will proceed to VAN-
 COUVER, via SHANGHAI, and YOKO-
 HAMA.
RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG, FIRST CLASS.

TO	First Class	Second Class	Third Class	Prepaid Return
Vancouver, Victoria, Esqui- maux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Calif., Banff, Calgary, Alberta, Winnipeg, Man., To Minneapolis, St. Paul, Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cincinnati, Ohio, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Mon- treal, Quebec, N.Y., Troy, Rochester, N.Y., Philadelphia, Baltimore, Md., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Li- verpool 325	225	338	394	487
Paris, via Liverpool and Lon- don 345	271	413	482	517
Havre, via Liverpool and Lon- don 335	285	428	499	534
Bremen 345	295	443	517	
Hamburg 335	305	458	534	
and class steamer and 1st class on rail, and and class steamer and rail, also Steamer. Fares and Rates to other places, quoted on application. Return Tickets.—Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarkation at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at fol- lowing rates:— 4 months \$337.50 12 months \$393.75 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embark- ing at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe. All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Consular Invoices to accompany Cargo, de- stined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Acting Agent. Hongkong, 11th June 1891.				

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN,
 ISMAILIA, PORT SAID, MALTA,
 GIBRALTAR, MARSEILLES, BRIN-
 DISI, TRIESTE, VENICE,
 PLYMOUTH, AND
 LONDON.
 ALSO,
 BOMBAY, MADRAS, CALCUTTA AND
 AUSTRALIA.
 N.B.—Cargo can be taken on through
 Bills of Lading for BATAVIA, PENANG,
 GULF PORTS, MARSEILLES, TRIESTE, HAM-
 BURG, NEW YORK AND BOSTON.
 SPECIE ONLY LANDED AT PLYMOUTH.
 THE PENINSULAR AND ORIENTAL STEAM
 NAVIGATION COMPANY'S Steamship
 "PESHAWAR," Captain W. A. Whelan, with
 Her Majesty's Mails, will be despatched from
 this Port for LONDON, via BOMBAY, and SUEZ
 CANAL, on THURSDAY, the 4th July, at Noon.
 Cargo will be received on board until 4 P.M.,
 and Specie (Gold) at the Office until
 4 P.M., on the day before sailing.
 Bills and Values for Europe will be
 transhipped at Colombo. General Cargo for
 London will be conveyed by Bombay without
 transhipping, arriving one week later than by
 the ordinary direct route via Colombo.
 Tea will be sent either via Bombay or
 Colombo, according to arrangement.
 For further particulars regarding Fares and
 Passage apply to the PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY'S Office, Hong-
 kong.
 The Contents and Value of Packages are re-
 quired to be declared prior to shipment.
 Shipments are particularly requested to note
 the terms and conditions of the Company's
 Bills of Lading.
 This Steamer takes Cargo and Passengers to
 Penang.
 E. L. WOODIN,
 Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, 19th June, 1891.

Mails.

**OCCIDENTAL AND ORIENTAL STEAM-
 SHIP COMPANY.**
 TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO,
 CENTRAL AND SOUTH AMERICA, AND
 EUROPE;
 AND
 THE OVERLAND RAILWAYS,
 AND
 ATLANTIC AND OTHER CONNECTING
 STEAMERS.
 PROPOSED SAILINGS FROM HONGKONG.
 Oceanic Saturday 18th July.
 Gaelic Tuesday 11th August.
 The Steamship Thursday 3rd Sept.

"OCEANIC"
 will be despatched for San Francisco, via
 Yokohama, on SATURDAY, the 18th July,
 at 1 P.M. Connection being made at Yoko-
 hama with Steamers from Shanghai and Japan
 Ports.
RATES OF PASSAGE.
 From Hongkong, First-class \$337.50
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to Eng-
 land, France, and Germany by all trans-Atlantic
 lines of steamers.
 Special rates (first-class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 officials in service of China and Japan, and to
 Government officials.
 Passengers by this line have the option of
 proceeding Overland by the Southern Pacific
 and Connecting Lines, Central Pacific, Northern
 Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return
 tickets to San Francisco will be issued at fol-
 lowing rates:—
 4 months \$337.50
 12 months \$393.75
 Time is reckoned from date of issue to date of
 re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or
 vice versa) within one year will be allowed a
 discount of 10 per cent. This allowance does
 not apply to through fares from China and
 Japan to Europe.
 All PARCEL PACKAGES should be marked to
 address in full and same will be received at
 the Company's Office until FIVE P.M. the day
 previous to sailing.
 Consular Invoices to accompany Cargo, de-
 stined to Ports beyond San Francisco, in the
 United States, should be sent to the Company's
 Office, addressed to the Collector of Customs,
 San Francisco.
 For further information as to Passage or
 Freight, apply to the Agency of the Company,
 No. 72, Queen's Road Central.
 J. S. VAN BUREN,
 Acting Agent.
 Hongkong, 24th June 1891.

CANADIAN PACIFIC RAILWAYS
ROYAL MAIL STEAMERS.
 PROPOSED SAILINGS FROM
 HONGKONG, 1891.
 (SUBJECT TO ALTERATION).
 Partha Tuesday, July 21st.
 Empress of Japan Tuesday, Aug. 11th.
 Empress of China Tuesday, 1st Sept.

THE R. M. S.
 "PARTHA,"
 3,167 tons, Captain J. Panten, R.N.R.,
 sailing at Noon, on TUESDAY, the 21st July,
 with Her Majesty's Mails, will proceed to VAN-
 COUVER, via SHANGHAI, and YOKO-
 HAMA.
RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG, FIRST CLASS.

TO	First Class	Second Class	Third Class	Prepaid Return
Vancouver, Victoria, Esqui- maux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, Calif., Banff, Calgary, Alberta, Winnipeg, Man., To Minneapolis, St. Paul, Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cincinnati, Ohio, Cleveland, Columbus, O., Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Mon- treal, Quebec, N.Y., Troy, Rochester, N.Y., Philadelphia, Baltimore, Md., Washington, D.C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Li- verpool 325	225	338	394	487
Paris, via Liverpool and Lon- don 345	271	413	482	517
Havre, via Liverpool and Lon- don 335	285	428	499	534
Bremen 345	295	443	517	
Hamburg 335	305	458	534	
and class steamer and 1st class on rail, and and class steamer and rail, also Steamer. Fares and Rates to other places, quoted on application. Return Tickets.—Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarkation at Vancouver. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at fol- lowing rates:— 4 months \$337.50 12 months \$393.75 Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embark- ing at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe. All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing. Consular Invoices to accompany Cargo, de- stined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central. J. S. VAN BUREN, Acting Agent. Hongkong, 24th June 1891.				

Hotels.

THE SHAMEN HOTEL.
 BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably
 situated within a few minutes walk of the
 "River Steamer Wharves," is now open to receive
 Visitors.
 The Bed-rooms are cool, airy and comfortably
 furnished, and the spacious Dining Room, Sitting
 Rooms, and accommodation generally, will be
 found equal to the best Hotels in the Far East.
 The Table d'Hôte is supplied with every
 luxury in season, and the cuisine is in expec-
 tation.
 Wines, Spirits, Malt Liquors, etc., of the best
 quality only.
 A. F. DO ROZARIO,
 Manager.
 Hongkong, 4th November, 1890. 11047

NOW OPEN.
THE MOUNT AUSTIN HOTEL.
 A SELECT FAMILY and RESIDENTIAL
 HOTEL, situated 1,400 feet above the
 sea level, commanding on the one side a magni-
 ficent view of the Harbour with the Mainland in
 the distance, and on the other of hills and moun-
 tains, with the sea beyond dotted with islands as
 far as the eye can reach, surrounded by extensive
 promenades and pleasure grounds. Including
 three good Tennis Courts. The Mount Pro-
 menade alone is nearly an acre in extent.
 The Hotel is replete with every accommoda-
 tion for Families and Gentlemen.
 The Manager, Mr. ROBERT ISHERWOOD,
 will be assisted by an Efficient Lady Staff, and
 the Hotel will be conducted upon the best Eng-
 lish system. The accommodation comprises a
 spacious Dining Hall, Private Dining Rooms,
 Drawing, Reading, Smoking, Grill, Billiard, and
 Private Sitting Rooms, with Fifty-four Bedrooms
 each provided with separate Bath-room and
 every convenience.
 Tramway Tickets will be supplied to Visitors
 at Reduced Rates.
 For terms apply to the Secretary at the
 Company's Office, 38 and 40, Queen's Road
 Central, Hongkong.
 Hongkong, 1st June, 1891. 11674

BAY VIEW HOTEL.
 MR. OSBORN, begs to announce that this
 convenient half-way House on Sheu-
 wan Road is now open.
 The HOTEL commands a beautiful view,
 and is situated in a cool and breezy spot.
 There is a convenient landing jetty opposite
 the Hotel for launches.
 The best Brands of WINES, LIQUORS,
 CIGARS, &c., always on Stock. MEALS can
 be served at any hour. Prompt attendance.
 Hongkong, 14th May, 1891. 11725

Intimations.
HONGKONG RIFLE ASSOCIATION.
 A COMPETITION for the SHORT RANGE
 HANDICAP CHALLENGE CUP, and
 SPOONS will take place TO-MORROW,
 the 4th July, commencing at 3.15 p.m. Ranges
 200 and 300 yards. Usual conditions.
 A Launch will leave the P. & O. Pier at 2.45
 p.m. to convey competitors.
 J. ANDERSON,
 Acting Hon. Secretary.
 Hongkong, 29th June, 1891. 1165

NOTICE.
GRIFFITH'S PHOTOGRAPHIC ROOMS
 1, Ice House Road are suitably lighted to
 produce all styles of Portraits in any weather.
 CABINETS from \$5 a dozen.
 CARTES DE VISITE from \$3 a dozen.
 LIFE SIZED BUSTS in Colour, or Black &
 White.
 IVORY MINIATURES, &c., &c.
 NEW VIEWS OF HONGKONG and the
 Coast Ports are always ready.
 Hongkong, 24th September, 1890. 1158

DENTISTRY.
FIRST CLASS WORKMANSHIP
 AND
MODERATE FEES.
MR. WONG TAI-FONG,
 Surgeon Dentist,
 (Former